

THE RAILROAD COMMISSION.

Synopsis of the Annual Report of the Railroad Commissioners of the State of Kansas.

TOPEKA, Kan., November 13.—The following facts are gathered from the report of the Railroad Commissioners:

During the past year there has been a general falling off of railroad revenue or earnings, although the traffic returns show a very considerable increase in the volume of freight hauled. The reduced tariffs for the leading lines operating in this State did not go into effect until five days prior to the close of the fiscal year 1884, and the effect of those reductions appears for the first time in the reports of the year ended June 30, 1885.

The Atchison, Topeka & Santa Fe report shows an increase in tons per mile over last year of 36,970,208 tons, and a decrease in freight earnings of \$427,938.25 from which it is seen that although the volume of freight traffic increased nearly thirty-seven millions of tons hauled one mile, the revenue derived from it was less by \$427,938.25. Applying the tariff of 1884 to the freight traffic of 1885, and the earnings would have amounted to the sum of \$1,017,461.16, or \$1,268,693.62 in excess of the earnings actually received under the current tariff. Upon the Kansas part of the aggregate amount saved to the people upon one year's business upon the Atchison, Topeka & Santa Fe Railroad, The operating expenses for the year 1885 were \$7,159,727.77—an increase over the year 1884 of \$1,000,000.00.

For the Kansas Division of the Union Pacific Railroad the freight tonnage for the year ended June 30, 1884, was 129,080,000 tons hauled one mile; for the year ended June 30, 1885, the freight tonnage was 150,497,234 tons hauled one mile—an increase in the past year, over the previous year, of 21,417,234 tons. The freight earnings for 1884 were \$2,000,000.00, and for 1885 \$2,357,465.50. If the tariff rate for 1884 had been charged on the freight tonnage of 1885, the freight traffic would have yielded a revenue upon this division of \$2,573,453.50, or a sum of \$573,453.50 in excess of the actual receipts. Upon the Kansas part of the line, the earnings from all sources for the year ended June 30, 1885, were \$3,328,010.40—an increase over the year 1884 of \$364,415.79. The operating expenses in Kansas, on the Kansas division, for 1884 were \$1,984,694.02; for 1885, \$1,730,078.87—showing a reduction of \$254,615.15.

The Central Branch reports 588 miles of road, all in Kansas. The traffic on this road has rapidly and largely increased the past three years. Its tonnage of freight for 1884 was 40,678,891 tons hauled one mile. The tonnage hauled one mile in 1885 was 53,292,101, showing an increase of 12,613,210 tons. This is the greatest ratio of increase in freight tonnage that can be shown by any road in Kansas. The freight earnings upon this road for 1884 were \$1,292,847.87; for the year ended June 30, 1885, \$1,442,742.67. Computing the tariff rate in existence at the time the present board came into office, upon the freight tonnage of last year, and the freight earnings would have amounted to \$1,930,855.68. This denotes a difference saved to the people of Kansas on this road in one year, by tariff reductions, amounting to \$490,107.01.

The Missouri Pacific Company reports the gross freight earnings for the year ended June 30, 1885, were \$5,408,337.82, a falling off in the revenue derived from its freight traffic compared with the year 1884 of \$923,230.35.

Computing the tonnage of the last year by the rate of 1884, the freight earnings of that system would have amounted to \$6,082,381.01, or \$674,043.19 in excess of actual receipts. The Missouri Pacific, as compared with the previous year, shows a decrease in freight tonnage of 13,890,574 tons. The tariff for 1884 was .013 cents per mile, and the total freight earnings for that year amounted to \$5,482,668.85. The average freight rate per ton per mile for 1885 was .0123 cents, and the total freight earnings for that year were \$4,950,550.45—showing a falling off of freight receipts for the year of \$532,118.40. If the rate of 1884 had been charged on the freight tonnage of 1885, the freight receipts for the past year would have exceeded those derived from the business that year by \$285,740.58. This last sum represents the aggregate reduction in the freight charges of shippers the past year over that time.

The Kansas City, Fort Scott & Gulf reports its freight traffic for the year 1884 as represented by a tonnage of 97,750,215 tons hauled one mile. The tonnage for the year 1885 was 106,210,355 tons hauled one mile. The rate charged per ton per mile upon the tonnage of 1884 was .0148 cents, which produced a revenue of \$1,587,801.25. The rate per ton per mile charged on the increased tonnage of last year was .0121 cents. This produced a revenue of \$1,355,509.80. The rate charged in 1884 upon the last year's tonnage would have swollen the freight receipts upon the tonnage of 1885 to \$2,000,577.92, or \$644,768.12 in excess of the actual freight receipts.

The St. Louis, Fort Scott & Wichita Railroad reports that the amount of freight traffic the past year has very materially increased over that of the preceding year. In 1884 the amount of freight tonnage over the line was 13,491,178 tons hauled one mile. For the year ended June 30, 1885, the tonnage was 20,024,267 tons hauled one mile. The rate charged per ton per mile in 1884 was .0239 cents, and the freight earnings for that year were \$331,173.93. For the year ended June 30, 1885, the average freight rate charged was .0199 cents, and the freight earnings were \$399,665.98. If the average rate for 1884 had been charged upon the tonnage of 1885 the freight receipts would have been \$478,916. This last sum represents the aggregate reduction in the freight charges upon that road for the past year.

The total tonnage reported at this office by the railroad companies operating in Kansas for the year ended June 30, 1885, is 2,739,314,544 tons hauled one mile; the amount of the tonnage for the year ended June 30, 1884, was 2,092,644,551; increase to 1885 over the year 1884, 1,066,699,993 tons. The freight earnings for the year 1884 were \$41,183,001.01; for the year 1885 the total freight earnings were \$42,651,275.75—showing a decrease for 1885 compared with the year 1884, notwithstanding the largely increased freight tonnage for 1885, of \$2,531,726.26.

Strike Threatened.
RICHMOND, Mo., November 12.—Another strike is threatened by the coal miners here. They demand an advance for their work during the winter, which the operators refused to pay. A committee appointed by miners went to Lexington to-day to secure the co-operation of the miners at that place in demanding a similar advance. Up to this hour the committee had not returned and nothing is known of the result of the conference. The operators claim that they are paying as much as they can afford and in the event of a strike will close the mines for the season. It is hoped the strike may be averted, as the business of the town is hardly recovered from the last lockout.

Fat Stock.
CHICAGO, November 12.—Every incoming train is bringing its quota of visitors to the National Fat Stock Show from all parts of the country, and the indications point to an attendance of over twenty thousand to-day. The following annual conventions are in progress this afternoon: The American Shire Horse Breeders, at the Sherman House; the Holstein-Friesian Association of America, at the Grand Pacific Hotel; the National Polka Dot Association, at the Sherman House; and the American Herd Cattle Breeders Association, at the Sherman House. All the conventions are well attended.

THE SOLDIERS' HOME.

Report of the Board—Increase of Drunkenness Owing to a Pool Law.

WASHINGTON, November 14.—The annual report of the President of the Board of Commissioners of the Soldiers' Home covers the period from October 1, 1884, to September 30, 1885. The disbursements during the year were over \$243,463, including \$72,533 expended for the new annex building and for other permanent improvements. One hundred and ninety-two discharged soldiers received their original admission to the home during the year, one less than the number admitted the previous year. Sixty-two of these had served twenty or more years as enlisted men and the remaining 130 were entitled to admission by disabilities incurred in any given period, seek the benefits of the home directly after leaving the service. A very small percentage of those discharged from the army in the same period under circumstances which appear to give them a right to the benefits. In the year ended June 30 there were 533 soldiers discharged from the army for disability, and yet only eighty-four were received at the home. This, says the report, is somewhat significant view of the fact that a large number of these disabled men, after a few years at most, seek an asylum somewhere and the Soldiers' Home will undoubtedly have to receive and maintain a large number of those who become unable to make a living for themselves. There has been, says the report, a very great increase in drunkenness amongst the inmates during the year, the cause for which is laid at the door of the existing law for the disposition of the pension money of inmates. About one-tenth of the pensioners assign their pensions to relatives. The other nine-tenths, on whose account more than half of the inmates are here, are permitted to draw small sums from time to time, while the larger portions remain undrawn so long as they continue to be inmates of the home. The report says that the law which permits credit at grocers, and is a constant temptation to those who are easily influenced, and in many instances no doubt the possession of the money which may be given up to the cashier, when the discharged becomes the sole object in leaving the home. In a few days the money is squandered and the Commissioners are asked to admit a destitute old soldier to the home at the age of 70. There are actual cases of this description in the almshouse in this city. "Such," says the report, "is the effect of a law which was framed and passed under circumstances which are now in being. The Springfield (Mass.) Union submits for the benefit of our English brethren two specimens of the genuine thing, such as 'Wal, I swow,' and 'Anter fevver right smart peert terday; on'y toller ble.'"

WAR DECLARED.
SERBIA Declares War Against Bulgaria and Fighting Commenced—British Troops In Balkans.
LONDON, November 14.—The Serbian Government has informed Mr. Rangoar, the acting Serbian agent in Bulgaria, that in consequence of the unjustifiable attacks on Serbia and the invasion of Serbian territory by Bulgarians, Serbia has decided to declare war against Bulgaria. The Russian Government has stopped the annual subscription of 150,000 rubles to Prince Alexander. RUSTCHUK, November 14.—Persistent reports are current to the effect that Russia is contending in Bulgaria with the Bulgarians. Such action, it is believed, would excite the Bulgarians against Prince Alexander. The reports create a bad impression.

SOFIA, November 14.—Serbian outposts continue to attack Bulgarian frontier posts. One Bulgarian was killed today. In a frontier skirmish at Tru to-day eight Serbians and one Bulgarian were killed. CONSTANTINOPLE, November 14.—At yesterday's sitting of the Balkan conference, Herr von Radolitz, the German Ambassador, endeavored to conciliate the Russian and Russian Ambassadors, Mr. Witte and Mr. Nelidov, who had been quarreling. He said that the Russian Ambassador, Prince Alexander, in victory of India, has ordered General Pendergast, commander of the Russian expeditionary force, to invade Burma forthwith, and proceed with all haste to capture Mandalay. The British forces will now cross the frontier immediately. Recent dispatches from Rangoar state that the inhabitants of districts in British Burma where no large garrisons are maintained are greatly alarmed over the reports that King Thebaw has subsidized 15,000 Dacons to cross the frontier and begin plundering and murdering at the first note of war. The Dacons are robbers who work in large gangs, and who are noted for their exploits, having neither baggage nor a commissariat. These bands travel with marvelous speed, and it will be hard for the British troops to catch them.

SENATOR SHARON DEAD.

The Ex-Senator Dies at San Francisco Surrounded by His Friends.

SAN FRANCISCO, Cal., November 14.—Ex-Senator Sharon died peacefully at 3:30 p. m. yesterday. His bedside was surrounded by General Barnes, Colonel Fry, Judges Evans and Curry, Sharon's son, Fred, daughter, Mrs. Sharon; son-in-law, Newland; cousin, Alex. Sharon; nephews, Williams and Clarence Sharon, and physicians, McNulty and Carl Zeile, and his Chinese servant, Ki. Half an hour before his death the Senator was conscious and called for Ki, who wiped the death dew from his brow till the last. He sank into a comatose condition and remained so until the end came. There were no clerical present. The body was sent to the funeral home of H. H. Hewitt, his daughter, who is in Ireland. Last night was set down for Sarah Allie's debut, but it did not take place. She will play this coast very soon under the management of Charles Fox, who has just made an Eastern tour, playing Portia in the "Merchant of Venice." Sharon leaves several charitable bequests, but the nature of them has not been divulged.

OUR NAVY.

WASHINGTON, November 14.—Commodore Montgomery Seward, Chief of the Bureau of Ordnance of the Navy Department, in his annual report to the Secretary of the Navy, asks for his estimates for the expenses of the next fiscal year for \$2,688,841. Of this \$207,000 is asked for the construction of the battleship, \$866,000 for the battleship, \$250,000 for the battleship, and \$250,000 for the battleship.

TWELVE MINES ENTOMBED IN COLORADO.

SILVER CLIFF, Col., November 14.—An explosion of a box of gun powder in the boiler room of the Bull Domingue mine at seven o'clock last evening set fire to the building, and in ten minutes the entire shaft was enveloped in flames. The mine timbers are on fire and twelve men at work on the lower level are great danger. Hundreds of citizens have come to the scene of the conflagration with ropes and other appliances to attempt the rescue of the imprisoned miners. W. H. Foss, the Superintendent, was in the building just before the explosion, and is now missing.

OF GENERAL INTEREST.

In Havana cigar manufacturers pay their hands three times a day.

—Some of the most valuable antique furniture on the continent is to be found, it is said, among the possessions of the old Creole families of Louisiana. —Codfish are swarming in Shasta River, California, where they were never known before. They bear a remarkable resemblance to salmon. —San Francisco Call.

—It is proposed to utilize the motive power of the Montmorency Falls, near Quebec, to operate a railroad to the mysterious shrine of St. Anne which yearly attracts eighty or one hundred thousand visitors.

—A Texas editor complains of a book and ladder company recently organized in his neighborhood. The editor intimates that the ladder is used for getting into windows after dark, after which the hooking is done.

—The swiftest large river in the world, according to a traveling correspondent, is the Sutlej, in British India. It has a descent of twelve thousand feet in one hundred and eighty miles, an average of about sixty-seven per mile.

—While some colored hands were packing cotton near Monticello, S. C., an iron ball weighing nineteen pounds fell a distance of nine feet and struck one of them on the head without causing any perceptible injury. —Atlanta (Ga.) Chronicle.

—The Jacksonville (Fla.) Herald reports that a most excellent lady says that she has practiced the following rule for twenty years with never a failure: "Trim your finger nails every Friday, and you will never have the toothache." But perhaps the most excellent lady has her own.

—Horse cars in Brazil are called "bonds," from a peculiar circumstance, which illustrates how words can be popularized. When started by some Americans, the bonds of the company were first offered on the market, and everyone talked of them. When the horse cars, or mule cars, arrived they appropriated the name of bonds.

—The latest "propaganda" in London society (where there are imitative duties as here) is to offer American novelties and inventions. The Springfield (Mass.) Union submits for the benefit of our English brethren two specimens of the genuine thing, such as "Wal, I swow," and "Anter fevver right smart peert terday; on'y toller ble."

MARKET REPORTS.

Grain and Provisions.

ST. LOUIS, November 14.
FLOUR—Dull and unchanged; family, \$3.00; patents, \$3.25; extra, \$3.50; No. 1, \$3.75; No. 2, \$3.90; No. 3, \$4.10; No. 4, \$4.25; No. 5, \$4.40; No. 6, \$4.55; No. 7, \$4.70; No. 8, \$4.85; No. 9, \$5.00; No. 10, \$5.15; No. 11, \$5.30; No. 12, \$5.45; No. 13, \$5.60; No. 14, \$5.75; No. 15, \$5.90; No. 16, \$6.05; No. 17, \$6.20; No. 18, \$6.35; No. 19, \$6.50; No. 20, \$6.65; No. 21, \$6.80; No. 22, \$6.95; No. 23, \$7.10; No. 24, \$7.25; No. 25, \$7.40; No. 26, \$7.55; No. 27, \$7.70; No. 28, \$7.85; No. 29, \$8.00; No. 30, \$8.15; No. 31, \$8.30; No. 32, \$8.45; No. 33, \$8.60; No. 34, \$8.75; No. 35, \$8.90; No. 36, \$9.05; No. 37, \$9.20; No. 38, \$9.35; No. 39, \$9.50; No. 40, \$9.65; No. 41, \$9.80; No. 42, \$9.95; No. 43, \$10.10; No. 44, \$10.25; No. 45, \$10.40; No. 46, \$10.55; No. 47, \$10.70; No. 48, \$10.85; No. 49, \$11.00; No. 50, \$11.15; No. 51, \$11.30; No. 52, \$11.45; No. 53, \$11.60; No. 54, \$11.75; No. 55, \$11.90; No. 56, \$12.05; No. 57, \$12.20; No. 58, \$12.35; No. 59, \$12.50; No. 60, \$12.65; No. 61, \$12.80; No. 62, \$12.95; No. 63, \$13.10; No. 64, \$13.25; No. 65, \$13.40; No. 66, \$13.55; No. 67, \$13.70; No. 68, \$13.85; No. 69, \$14.00; No. 70, \$14.15; No. 71, \$14.30; No. 72, \$14.45; No. 73, \$14.60; No. 74, \$14.75; No. 75, \$14.90; No. 76, \$15.05; No. 77, \$15.20; No. 78, \$15.35; No. 79, \$15.50; No. 80, \$15.65; No. 81, \$15.80; No. 82, \$15.95; No. 83, \$16.10; No. 84, \$16.25; No. 85, \$16.40; No. 86, \$16.55; No. 87, \$16.70; No. 88, \$16.85; No. 89, \$17.00; No. 90, \$17.15; No. 91, \$17.30; No. 92, \$17.45; No. 93, \$17.60; No. 94, \$17.75; No. 95, \$17.90; No. 96, \$18.05; No. 97, \$18.20; No. 98, \$18.35; No. 99, \$18.50; No. 100, \$18.65; No. 101, \$18.80; No. 102, \$18.95; No. 103, \$19.10; No. 104, \$19.25; No. 105, \$19.40; No. 106, \$19.55; No. 107, \$19.70; No. 108, \$19.85; No. 109, \$20.00; No. 110, \$20.15; No. 111, \$20.30; No. 112, \$20.45; No. 113, \$20.60; No. 114, \$20.75; No. 115, \$20.90; No. 116, \$21.05; No. 117, \$21.20; No. 118, \$21.35; No. 119, \$21.50; No. 120, \$21.65; No. 121, \$21.80; No. 122, \$21.95; No. 123, \$22.10; No. 124, \$22.25; No. 125, \$22.40; No. 126, \$22.55; No. 127, \$22.70; No. 128, \$22.85; No. 129, \$23.00; No. 130, \$23.15; No. 131, \$23.30; No. 132, \$23.45; No. 133, \$23.60; No. 134, \$23.75; No. 135, \$23.90; No. 136, \$24.05; No. 137, \$24.20; No. 138, \$24.35; No. 139, \$24.50; No. 140, \$24.65; No. 141, \$24.80; No. 142, \$24.95; No. 143, \$25.10; No. 144, \$25.25; No. 145, \$25.40; No. 146, \$25.55; No. 147, \$25.70; No. 148, \$25.85; No. 149, \$26.00; No. 150, \$26.15; No. 151, \$26.30; No. 152, \$26.45; No. 153, \$26.60; No. 154, \$26.75; No. 155, \$26.90; No. 156, \$27.05; No. 157, \$27.20; No. 158, \$27.35; No. 159, \$27.50; No. 160, \$27.65; No. 161, \$27.80; No. 162, \$27.95; No. 163, \$28.10; No. 164, \$28.25; No. 165, \$28.40; No. 166, \$28.55; No. 167, \$28.70; No. 168, \$28.85; No. 169, \$29.00; No. 170, \$29.15; No. 171, \$29.30; No. 172, \$29.45; No. 173, \$29.60; No. 174, \$29.75; No. 175, \$29.90; No. 176, \$30.05; No. 177, \$30.20; No. 178, \$30.35; No. 179, \$30.50; No. 180, \$30.65; No. 181, \$30.80; No. 182, \$30.95; No. 183, \$31.10; No. 184, \$31.25; No. 185, \$31.40; No. 186, \$31.55; No. 187, \$31.70; No. 188, \$31.85; No. 189, \$32.00; No. 190, \$32.15; No. 191, \$32.30; No. 192, \$32.45; No. 193, \$32.60; No. 194, \$32.75; No. 195, \$32.90; No. 196, \$33.05; No. 197, \$33.20; No. 198, \$33.35; No. 199, \$33.50; No. 200, \$33.65; No. 201, \$33.80; No. 202, \$33.95; No. 203, \$34.10; No. 204, \$34.25; No. 205, \$34.40; No. 206, \$34.55; No. 207, \$34.70; No. 208, \$34.85; No. 209, \$35.00; No. 210, \$35.15; No. 211, \$35.30; No. 212, \$35.45; No. 213, \$35.60; No. 214, \$35.75; No. 215, \$35.90; No. 216, \$36.05; No. 217, \$36.20; No. 218, \$36.35; No. 219, \$36.50; No. 220, \$36.65; No. 221, \$36.80; No. 222, \$36.95; No. 223, \$37.10; No. 224, \$37.25; No. 225, \$37.40; No. 226, \$37.55; No. 227, \$37.70; No. 228, \$37.85; No. 229, \$38.00; No. 230, \$38.15; No. 231, \$38.30; No. 232, \$38.45; No. 233, \$38.60; No. 234, \$38.75; No. 235, \$38.90; No. 236, \$39.05; No. 237, \$39.20; No. 238, \$39.35; No. 239, \$39.50; No. 240, \$39.65; No. 241, \$39.80; No. 242, \$39.95; No. 243, \$40.10; No. 244, \$40.25; No. 245, \$40.40; No. 246, \$40.55; No. 247, \$40.70; No. 248, \$40.85; No. 249, \$41.00; No. 250, \$41.15; No. 251, \$41.30; No. 252, \$41.45; No. 253, \$41.60; No. 254, \$41.75; No. 255, \$41.90; No. 256, \$42.05; No. 257, \$42.20; No. 258, \$42.35; No. 259, \$42.50; No. 260, \$42.65; No. 261, \$42.80; No. 262, \$42.95; No. 263, \$43.10; No. 264, \$43.25; No. 265, \$43.40; No. 266, \$43.55; No. 267, \$43.70; No. 268, \$43.85; No. 269, \$44.00; No. 270, \$44.15; No. 271, \$44.30; No. 272, \$44.45; No. 273, \$44.60; No. 274, \$44.75; No. 275, \$44.90; No. 276, \$45.05; No. 277, \$45.20; No. 278, \$45.35; No. 279, \$45.50; No. 280, \$45.65; No. 281, \$45.80; No. 282, \$45.95; No. 283, \$46.10; No. 284, \$46.25; 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No. 341, \$54.80; No. 342, \$54.95; No. 343, \$55.10; No. 344, \$55.25; No. 345, \$55.40; No. 346, \$55.55; No. 347, \$55.70; No. 348, \$55.85; No. 349, \$56.00; No. 350, \$56.15; No. 351, \$56.30; No. 352, \$56.45; No. 353, \$56.60; No. 354, \$56.75; No. 355, \$56.90; No. 356, \$57.05; No. 357, \$57.20; No. 358, \$57.35; No. 359, \$57.50; No. 360, \$57.65; No. 361, \$57.80; No. 362, \$57.95; No. 363, \$58.10; No. 364, \$58.25; No. 365, \$58.40; No. 366, \$58.55; No. 367, \$58.70; No. 368, \$58.85; No. 369, \$59.00; No. 370, \$59.15; No. 371, \$59.30; No. 372, \$59.45; No. 373, \$59.60; No. 374, \$59.75; No. 375, \$59.90; No. 376, \$60.05; No. 377, \$60.20; No. 378, \$60.35; No. 379, \$60.50; No. 380, \$60.65; No. 381, \$60.80; No. 382, \$60.95; No. 383, \$61.10; No. 384, \$61.25; No. 385, \$61.40; No. 386, \$61.55; No. 387, \$61.70; No. 388, \$61.85; No. 389, \$62.00; No. 390, \$62.15; No. 391, \$62.30; No. 392, \$62.45; No. 393, \$62.60; No. 394, \$62.75; No. 395, \$62.90; No. 396, \$63.05; No. 397, \$63.20; No. 398, \$63.35; No. 399, \$63.50; No. 400, \$63.65; No. 401, \$63.80; No. 402, \$63.95; No. 403, \$64.10; No. 404, \$64.25; No. 405, \$64.40; No. 406, \$64.55; No. 407, \$64.70; No. 408, \$64.85; No. 409, \$65.00; No. 410, \$65.15; No. 411, \$65.30; No. 412, \$65.45; No. 413, \$65.60; No. 414, \$65.75; No. 415, \$65.90; No. 416, \$66.05; No. 417, \$66.20; No. 418, \$66.35; No. 419, \$66.50; No. 420, \$66.65; No. 421, \$66.80; No. 422, \$66.95; No. 423, \$67.10; No. 424, \$67.25; No. 425, \$67.40; No. 426, \$67.55; No. 427, \$67.70; No. 428, \$67.85; No. 429, \$68.00; No. 430, \$68.15; No. 431, \$68.30; No. 432, \$68.45; No. 433, \$68.60; No. 434, \$68.75; No. 435, \$68.90; No. 436, \$69.05; No. 437, \$69.20; No. 438, \$69.35; No. 439, \$69.50; No. 440, \$69.65; No. 441, \$69.80; No. 442, \$69.95; No. 443, \$70.10; No. 444, \$70.25; No. 445, \$70.40; No. 446, \$70.55; No. 447, \$70.70; No. 448, \$70.85; No. 449, \$71.00; No. 450, \$71.15; No. 451, \$71.30; No. 452, \$71.45; No. 453, \$71.60; No. 454, \$71.75; No. 455, \$71.90; No. 456, \$72.05; No. 457, \$72.20; No. 458, \$72.35; No. 459, \$72.50; No. 460, \$72.65; No. 461, \$72.80; No. 462, \$72.95; No. 463, \$73.10; No. 464, \$73.25; No. 465, \$73.40; No. 466, \$73.55; No. 467, \$73.70; No. 468, \$73.85; No. 469, \$74.00; No. 470, \$74.15; No. 471, \$74.30; No. 472, \$74.45; No. 473, \$74.60; No. 474, \$74.75; No. 475, \$74.90; No. 476, \$75.05; No. 477, \$75.20; No. 478, \$75.35; No. 479, \$75.50; No. 480, \$75.6